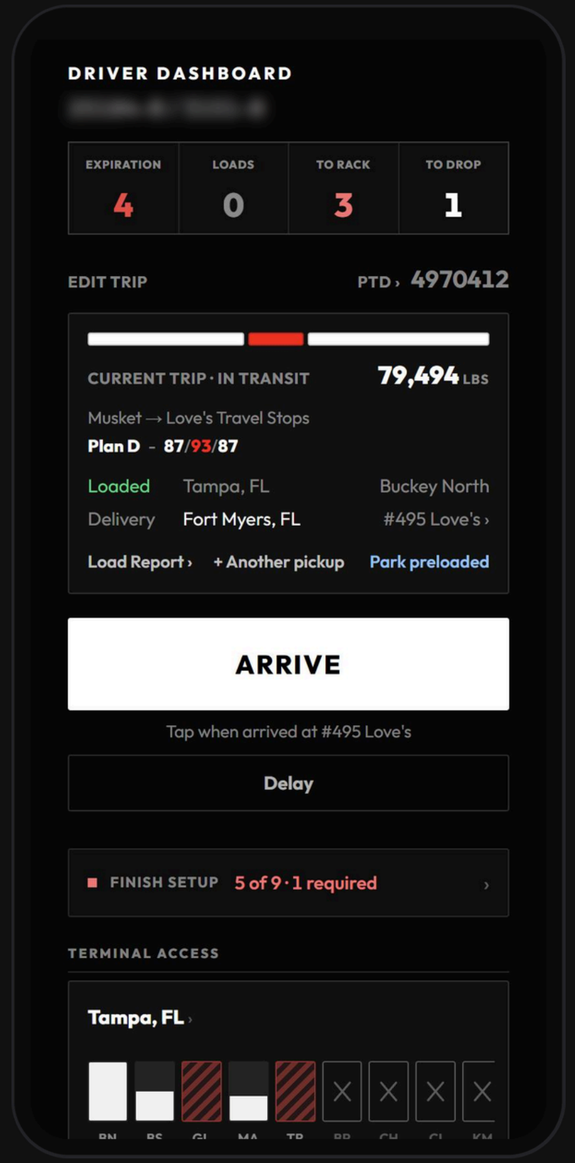
PROTANKR

# A day in the cab

The driver view, one load from start of shift to the drop.



# What to watch for

## Ease of use

Taps, not typing. The app carries forward what it already knows, so the driver confirms instead of entering.

## One consolidated record

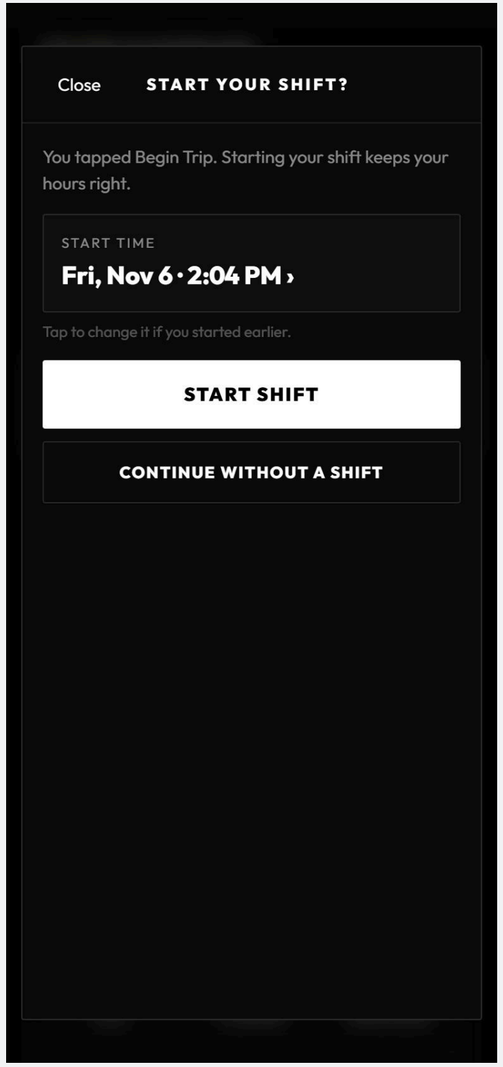
Times, BOL, weights, tanks, miles and signatures all land on one trip record as the work happens.

## Real-time accuracy

Chips, weight and terminal access update on their own, so nobody has to ask or wait for an answer.

**The scenario: a driver-entered load copied from TMS dispatch order.**
**Buckey North in Tampa to Love's #495 in Fort Myers, a drop site. Regular and Premium split.**

# Start the shift

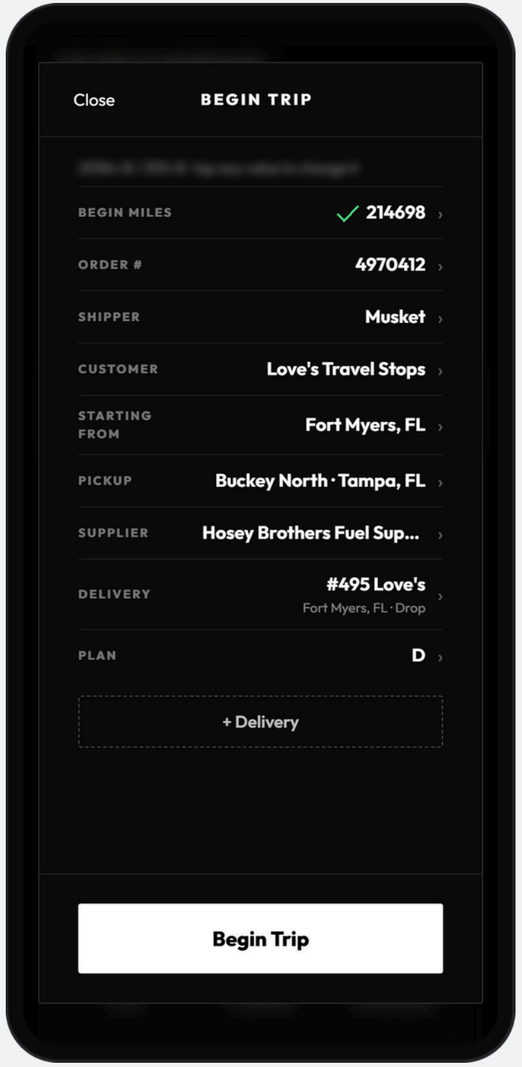



START

## Hours start with the trip

- Tapping Begin Trip offers to start the shift
- Start time is one tap to change if the shift began earlier
- Or continue without a shift

# Begin the trip

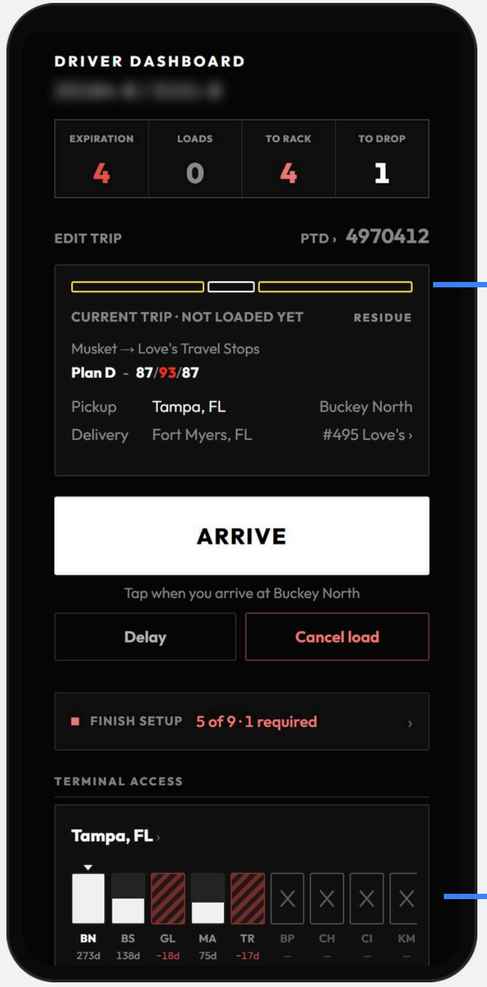



**BEGIN TRIP**

## Driver-entered, almost nothing to type

- Shipper, customer, pickup, supplier and delivery carry forward from the last trip so we only change what is needed.
- Begin miles fill from the truck's telematics; the green check means they came straight from it.
- The new order number can often be the only thing to type when a driver is in a routine.
- The Plan selection is the product layout for the specific trailer in this case Plan D is 87/93/87.

# Arrive at the rack




**Trailer side view: always shows the driver what is currently on board.**

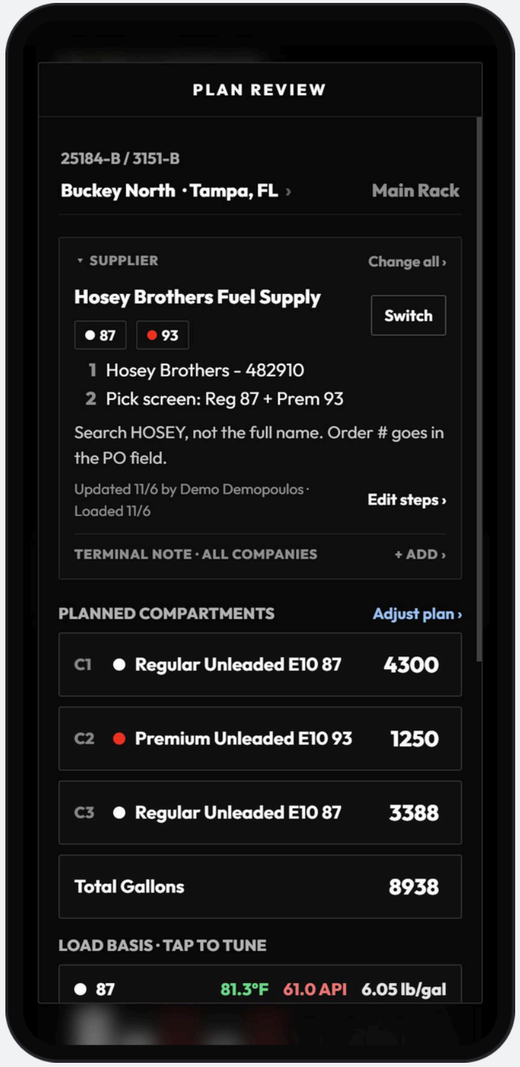
**Quick glance of terminal access cards for the selected city.**

AT THE RACK

## The dashboard answers before they ask

- Trip card: route, plan, what is next
- Tap "To Rack" to see who is en route, on site and recently loaded
- Tap "To Drop" for the same view at the store
- Tap Arrive and the time is stamped at the terminal

# Confirm the supplier, review the plan



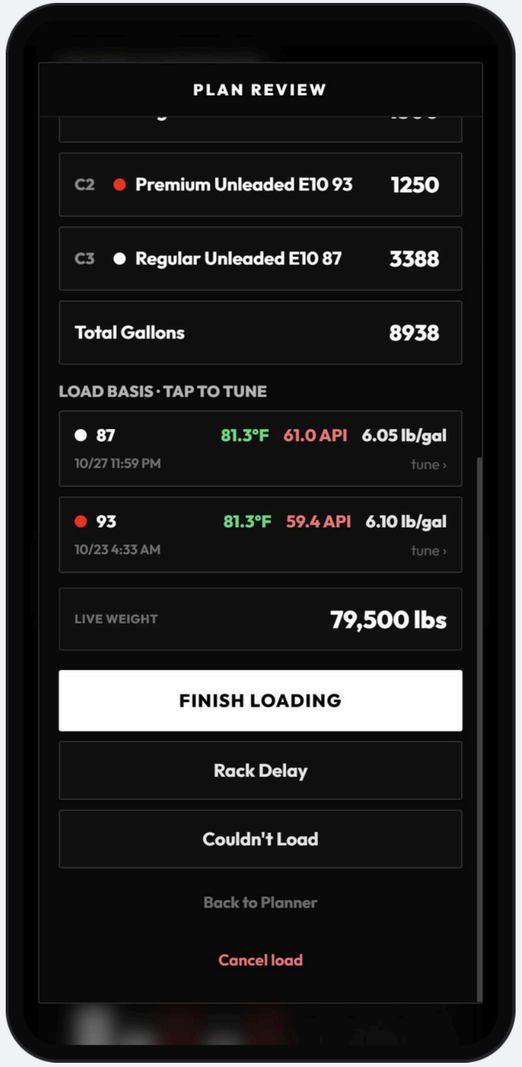

PLAN

## Everyone finds the supplier the same way

- A sort of field planner for shared notes on each supplier: how to find it on the pick screen, the terminal nuances.
- Steps and a terminal note show on the plan review to help clear the mud and speed up loading.
- Compartments, gallons and load basis are on screen before loading starts

This driver set their load plan to cap the front and center compartments so comp 3 is the only compartment that fluctuates with conditions. The formula stops at each cap, then waterfalls into the remaining compartments while adapting to product alpha, API and Temp. Yes, it is complicated. No, not for the driver. Deliberately designed to match the way the driver already loads with the only change being a different volume in the rear compartment every time.

# Loading



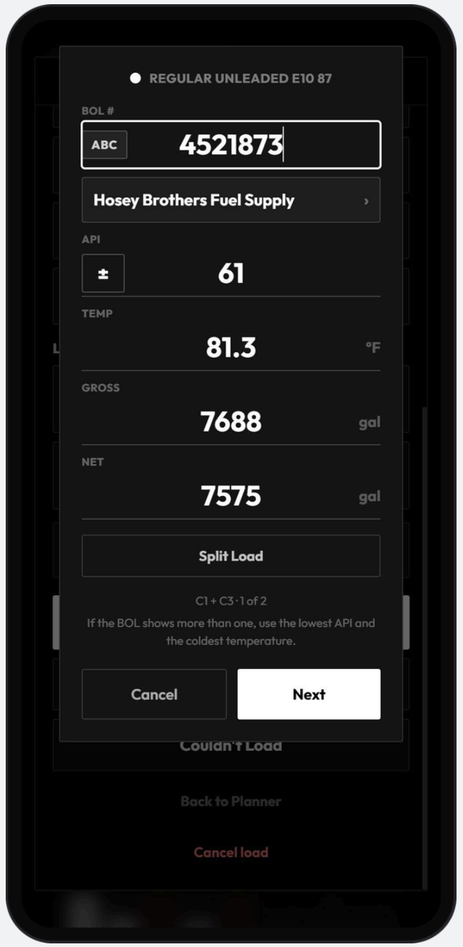

LOADING

## Every way a load can go sideways has a button

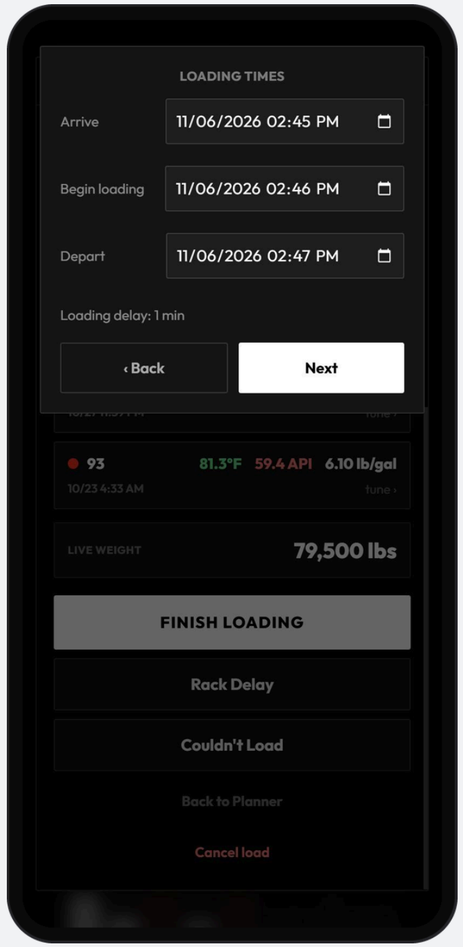
- Finish Loading, Rack Delay, Back to Planner, Cancel load
- Rack Delay logs why the truck is held up and warns other drivers headed to the terminal
- The record stays honest without a phone call

The driver taps finish loading once they have the printed BOL in hand.

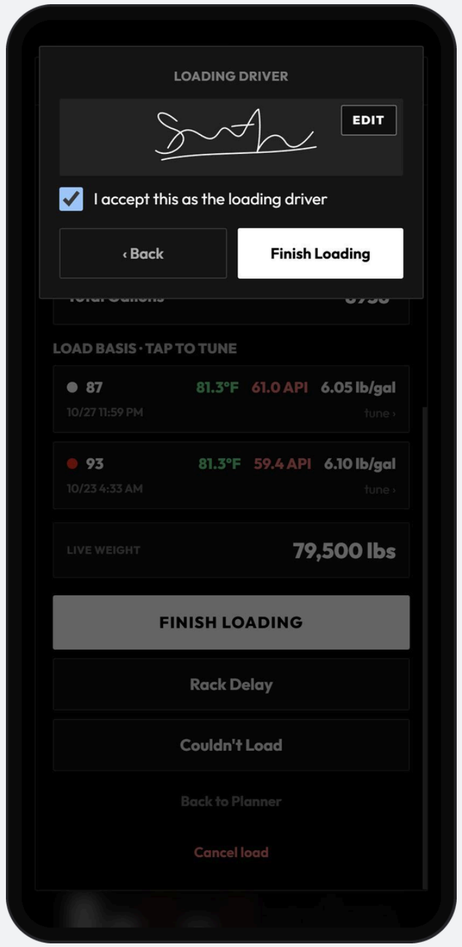
# The load report builds itself




**BOL.** API, temperature and gross AND net are prefilled. Change only what is different.




**Times.** Arrive, begin loading and depart were captured as it happened




**Sign-off.** The loading driver signs in the app

**LOAD REPORT**

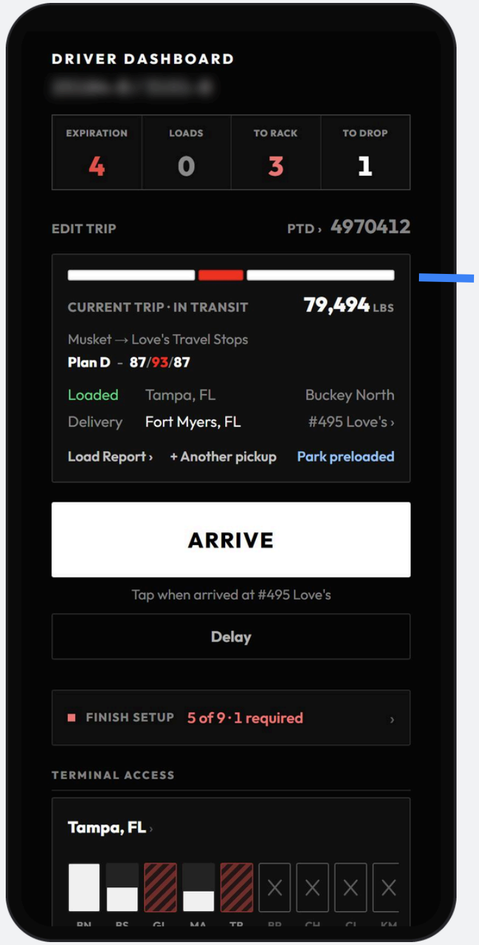
## No paper, no retyping

- Weight, gallons and times move forward to every later screen
- Loading delay is computed from the times
- Timestamps are automatic, change or simply verify and tap through.

Trick: If the driver attaches the BOL number to the trailer in telematics first, it will prefill the BOL# field in the Load Recap.

Updating the API and Temp here gives everyone behind a fresh load basis with high confidence.

# On the road

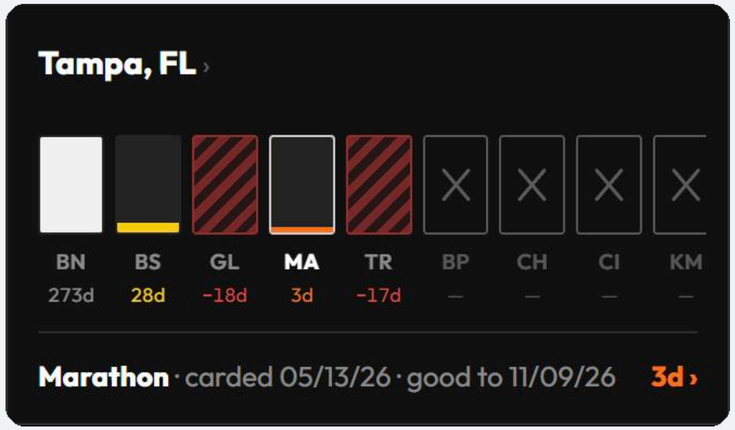



Side View is now Loaded.

**IN TRANSIT**

## Live, without asking

- Weight shows on the trip card
- Chips recount as other trucks move
- Terminal access counts down per terminal




Under 30 days: amber. Under 7 days: orange. Expired: hatched red.

# Access renewal that knows the terminal

Whether a visit counts depends on the terminal. The app tracks it so the driver does not have to.

1

## Each terminal knows how it counts

Some terminals count a visit at the gate. Others only count it when a BOL is printed. The terminal record holds which one.

2

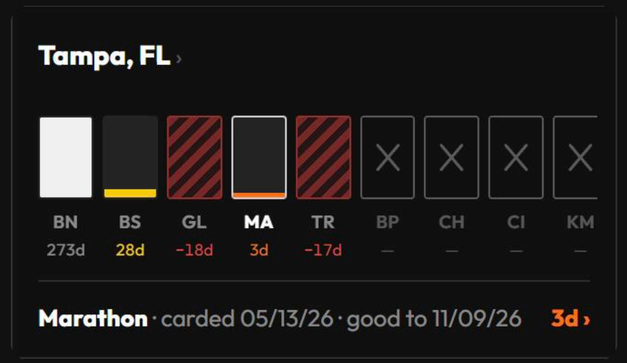
## The right moment renews the card

Gate terminals renew when loading begins. Print-a-BOL terminals renew when the load is completed. Rack hopping stays correct.

3

## Next: it learns from the driver

Today the setting is chosen by hand. Next, the app learns from the choices drivers make which terminals need a printed BOL, then sets it and forgets it.



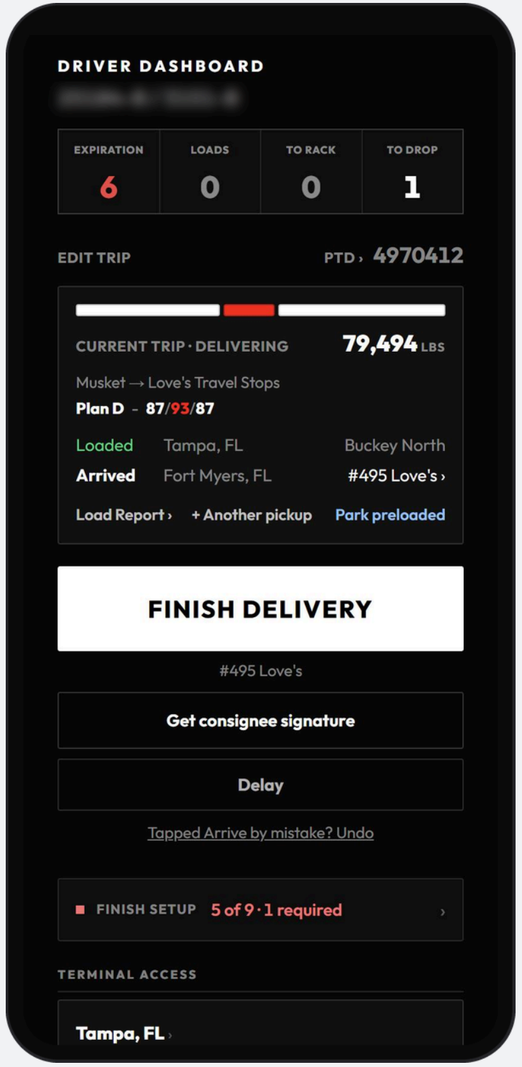

**28 days out: amber**

**3 days out: orange**

**Expired: hatched red**

Days left = last visit plus the terminal's term.

# Arrive at the store

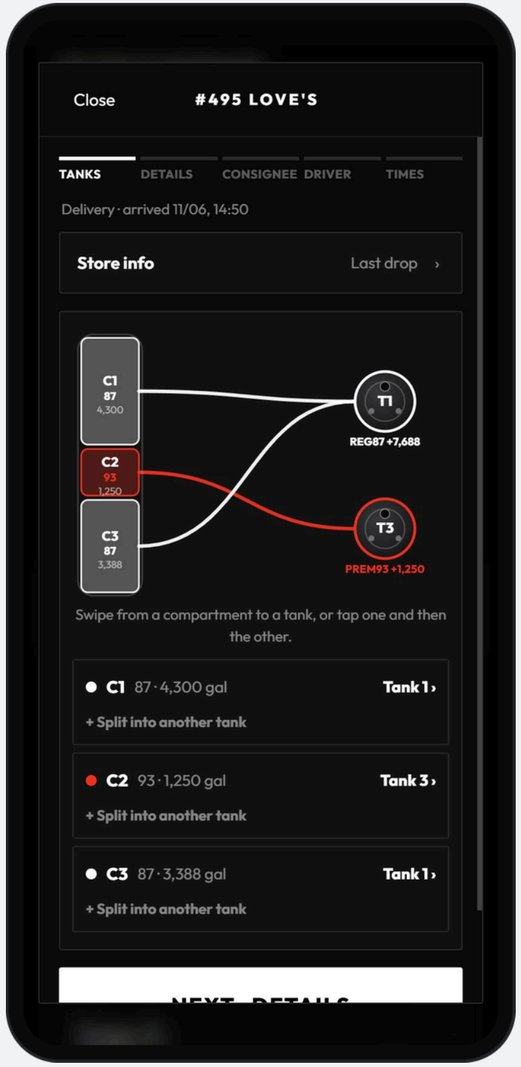



AT THE STORE

## Delivery is one place

- The trip card flips to Delivering, weight still showing.
- Finish Delivery, consignee signature and Delay are all here.
- Tapped Arrive by mistake? Undo is right there.

# Drop by tank



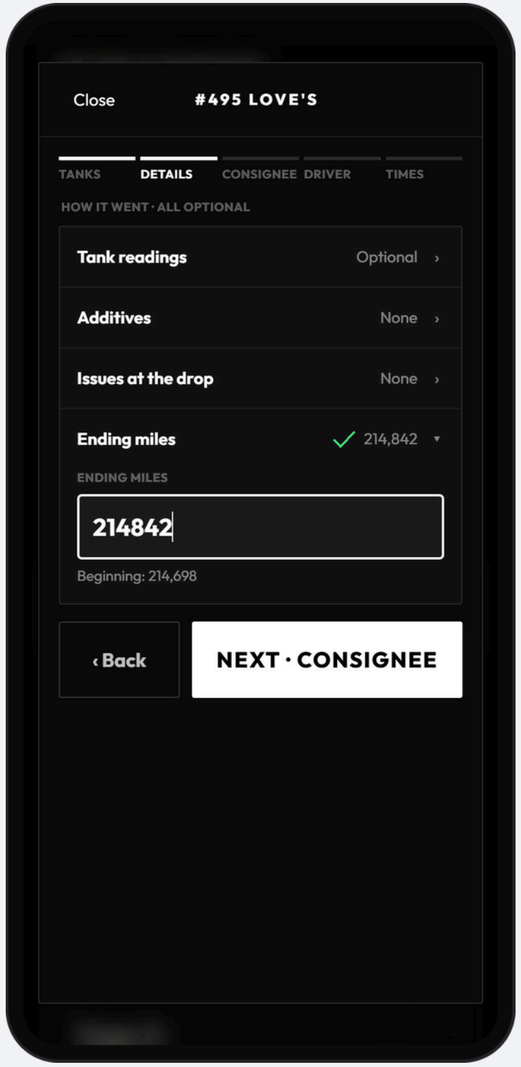

THE DROP

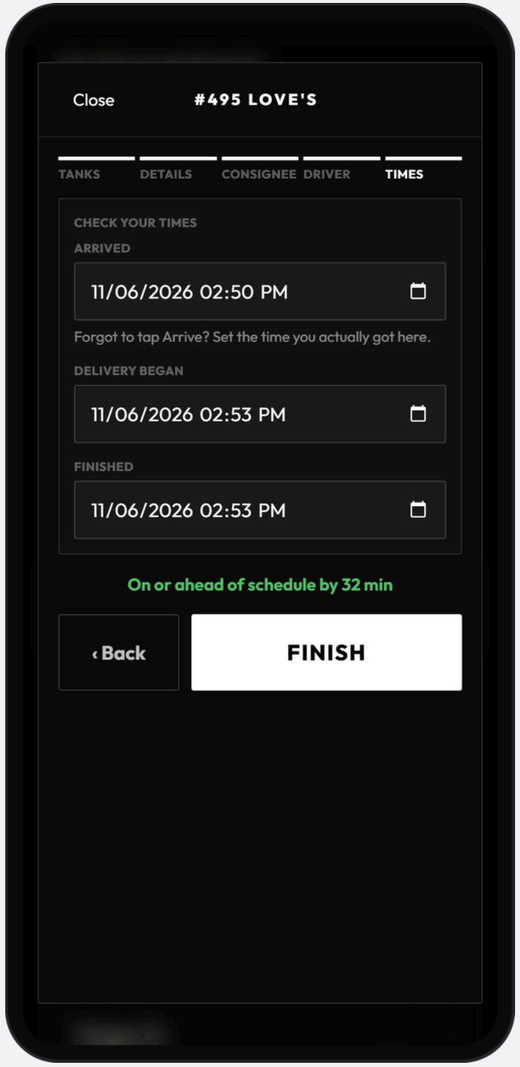
## Two Regular compartments, one tank

- A split load: Regular in C1 and C3, Premium in C2
- Both Regular compartments route to the Regular tank, Premium to the premium tank
- Tanks are matched by product; anything unmatched is one tap to choose

Tap through is drop site specific, intuitive and fully adjustable for the odd deliveries.

# Close it out



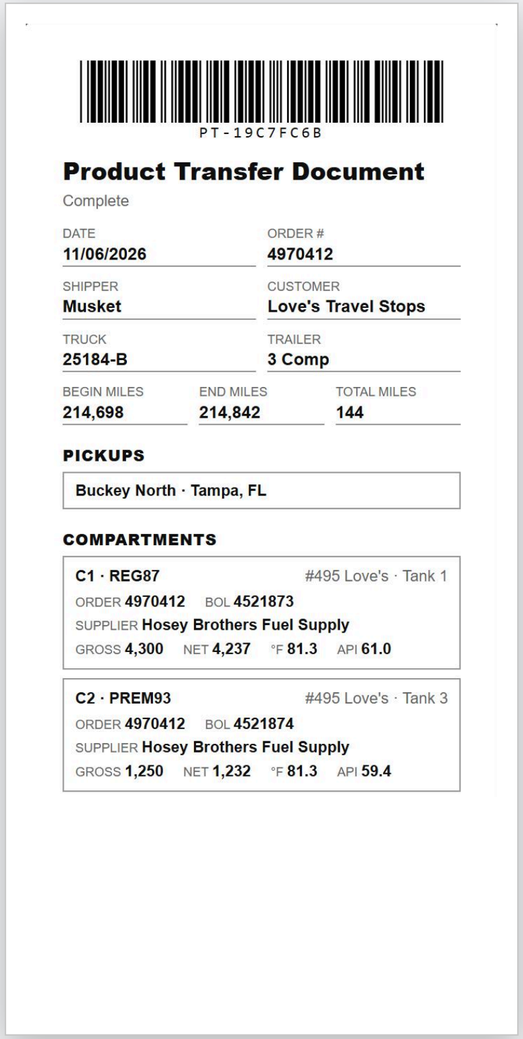

**DETAILS Â· TIMES**

## The exceptions have a place

- Tank readings, additives and issues at the drop are optional and one tap.
- Ending miles are the one required entry, with the green check when telematics supplied them.
- Times are checked, with schedule status shown.

# The record is already done

The product transfer document, scaled down to a print preview.



PT-19C7FC6B

**Product Transfer Document**

Complete

| DATE | ORDER # |
|---|---|
| 11/06/2026 | 4970412 |

| SHIPPER | CUSTOMER |
|---|---|
| Musket | Love's Travel Stops |

| TRUCK | TRAILER |
|---|---|
| 25184-B | 3 Comp |

| BEGIN MILES | END MILES | TOTAL MILES |
|---|---|---|
| 214,698 | 214,842 | 144 |

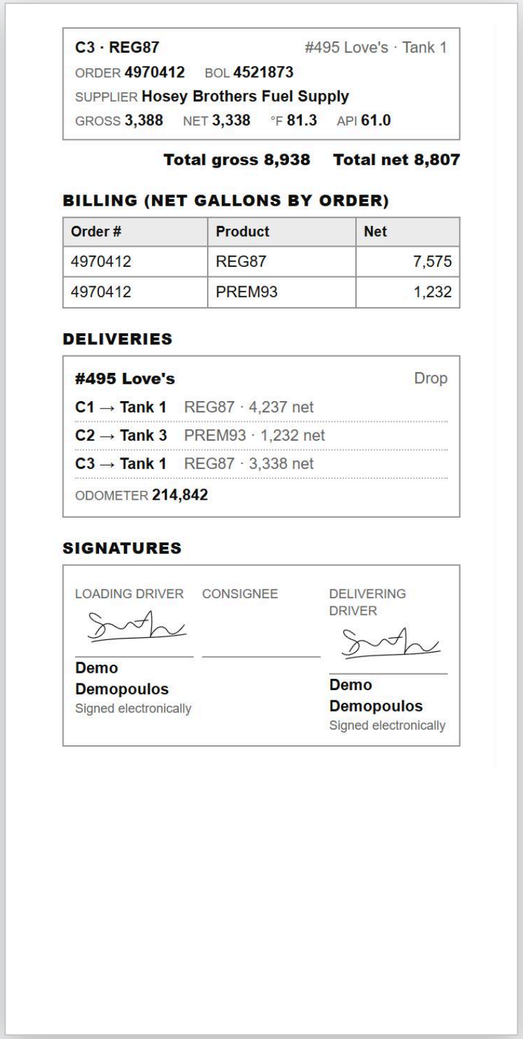
**PICKUPS**

Buckey North · Tampa, FL

**COMPARTMENTS**

**C1 · REG87** #495 Love's · Tank 1
ORDER **4970412** BOL **4521873**
SUPPLIER **Hosey Brothers Fuel Supply**
GROSS **4,300** NET **4,237** °F **81.3** API **61.0**

**C2 · PREM93** #495 Love's · Tank 3
ORDER **4970412** BOL **4521874**
SUPPLIER **Hosey Brothers Fuel Supply**
GROSS **1,250** NET **1,232** °F **81.3** API **59.4**



**C3 · REG87** #495 Love's · Tank 1
ORDER **4970412** BOL **4521873**
SUPPLIER **Hosey Brothers Fuel Supply**
GROSS **3,388** NET **3,338** °F **81.3** API **61.0**

**Total gross 8,938** **Total net 8,807**

**BILLING (NET GALLONS BY ORDER)**

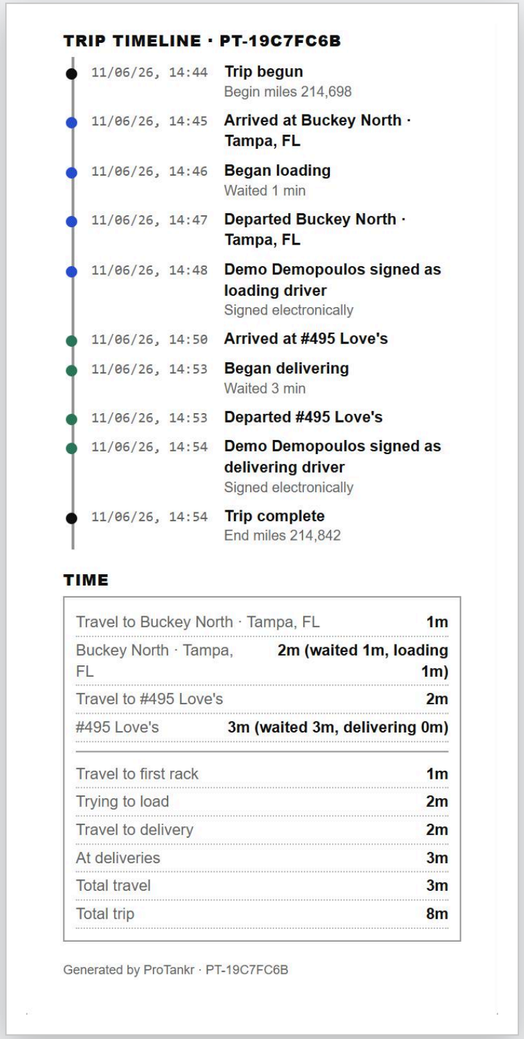
| Order # | Product | Net |
|---|---|---|
| 4970412 | REG87 | 7,575 |
| 4970412 | PREM93 | 1,232 |

**DELIVERIES**

**#495 Love's** Drop
**C1 → Tank 1** REG87 · 4,237 net
**C2 → Tank 3** PREM93 · 1,232 net
**C3 → Tank 1** REG87 · 3,338 net
ODOMETER **214,842**

**SIGNATURES**

| LOADING DRIVER | CONSIGNEE | DELIVERING DRIVER |
|---|---|---|
| **Demo Demopoulos** Signed electronically | | **Demo Demopoulos** Signed electronically |



**TRIP TIMELINE · PT-19C7FC6B**

- 11/06/26, 14:44 **Trip begun** — Begin miles 214,698
- 11/06/26, 14:45 **Arrived at Buckey North · Tampa, FL**
- 11/06/26, 14:46 **Began loading** — Waited 1 min
- 11/06/26, 14:47 **Departed Buckey North · Tampa, FL**
- 11/06/26, 14:48 **Demo Demopoulos signed as loading driver** — Signed electronically
- 11/06/26, 14:50 **Arrived at #495 Love's**
- 11/06/26, 14:53 **Began delivering** — Waited 3 min
- 11/06/26, 14:53 **Departed #495 Love's**
- 11/06/26, 14:54 **Demo Demopoulos signed as delivering driver** — Signed electronically
- 11/06/26, 14:54 **Trip complete** — End miles 214,842

**TIME**

| | |
|---|---|
| Travel to Buckey North · Tampa, FL | **1m** |
| Buckey North · Tampa, FL | **2m (waited 1m, loading 1m)** |
| Travel to #495 Love's | **2m** |
| #495 Love's | **3m (waited 3m, delivering 0m)** |
| Travel to first rack | **1m** |
| Trying to load | **2m** |
| Travel to delivery | **2m** |
| At deliveries | **3m** |
| Total travel | **3m** |
| Total trip | **8m** |

Generated by ProTankr · PT-19C7FC6B

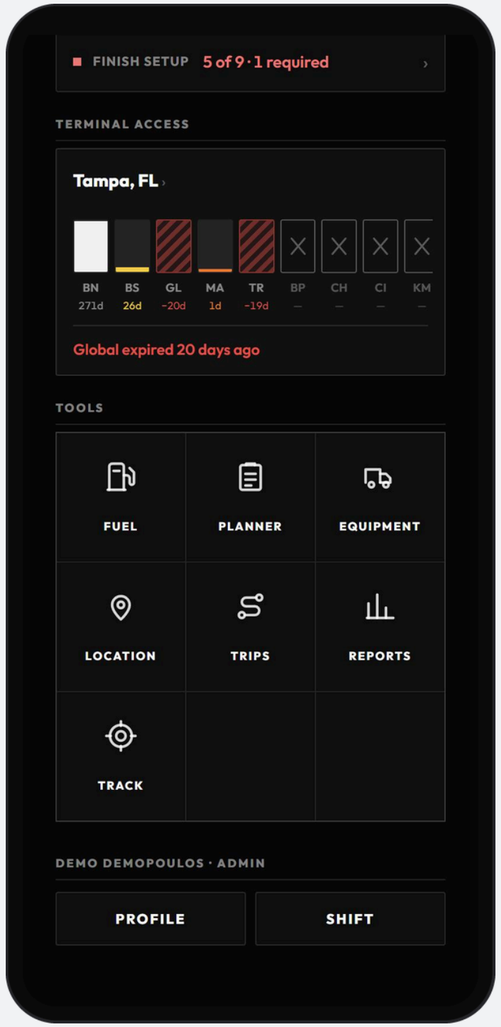
**DONE**

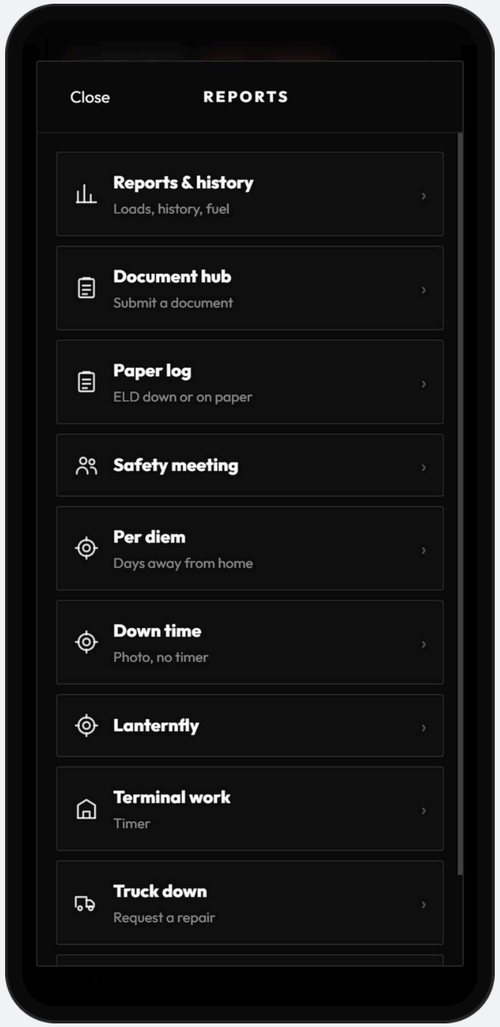
## Nothing to reconstruct

- Complete the moment the delivery finishes
- Barcode, compartments, tanks, signatures and timeline on one document
- Print or save as PDF and the mobile view layout converts to a print layout.

Capture every delay, every detail, in order. Not just what the driver decides to write on the PTD.

# A place for damn near everything



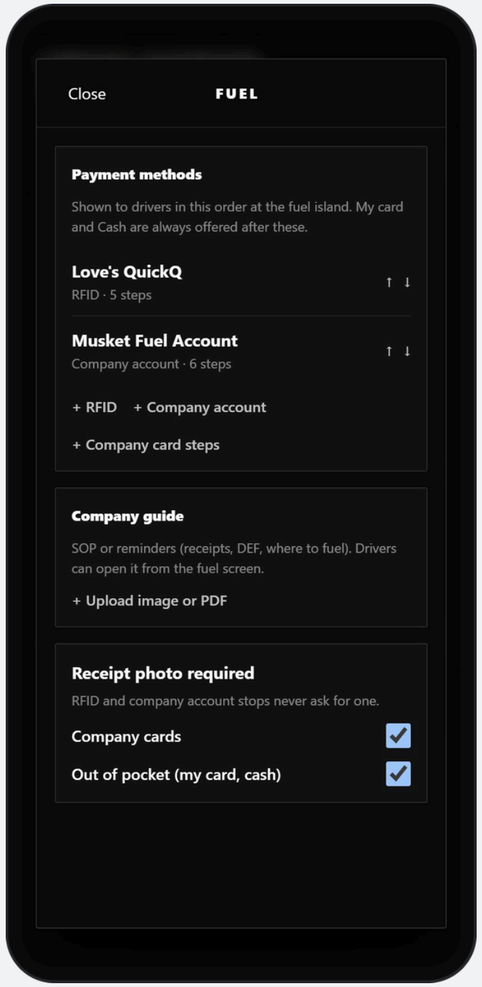



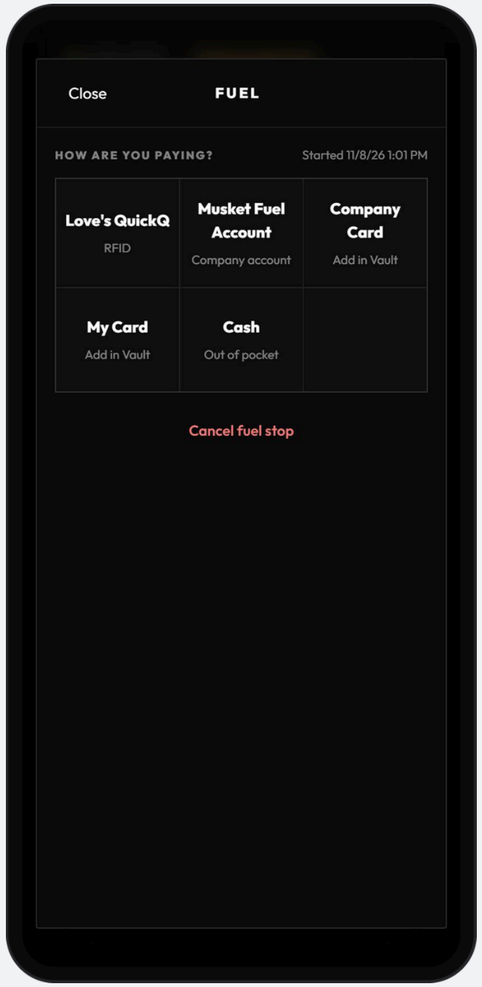

TOOLS

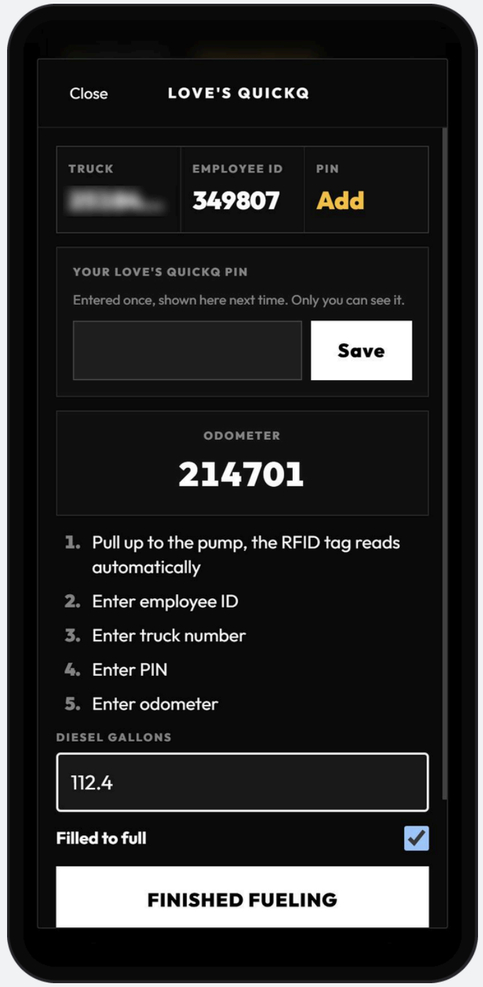
## Six tiles, one tap each

- Fuel and Planner up front
- Equipment, Location, Trips and Reports open a list of smaller tools
- Reports holds the paperwork: document hub, paper log, safety meeting, per diem, down time
- Truck down, inspections and terminal work sit one level in

# Fuel: set once, tap through



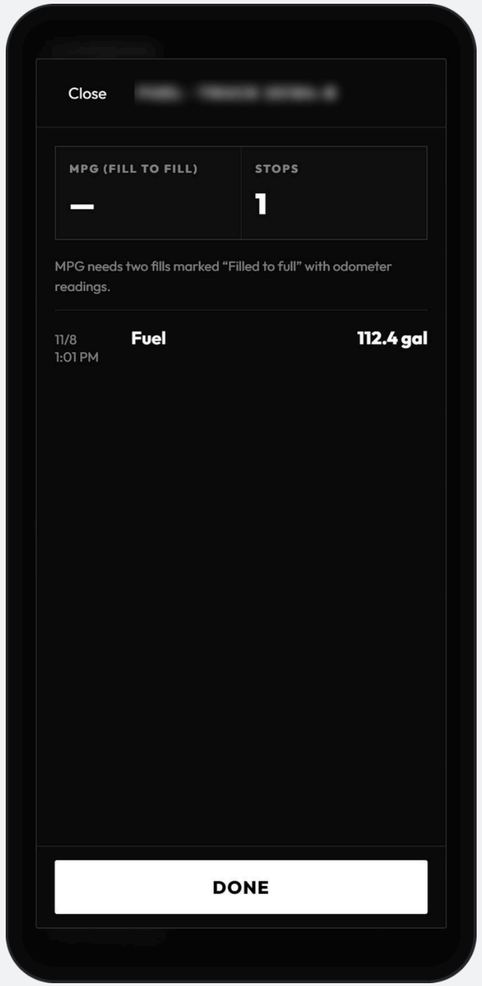



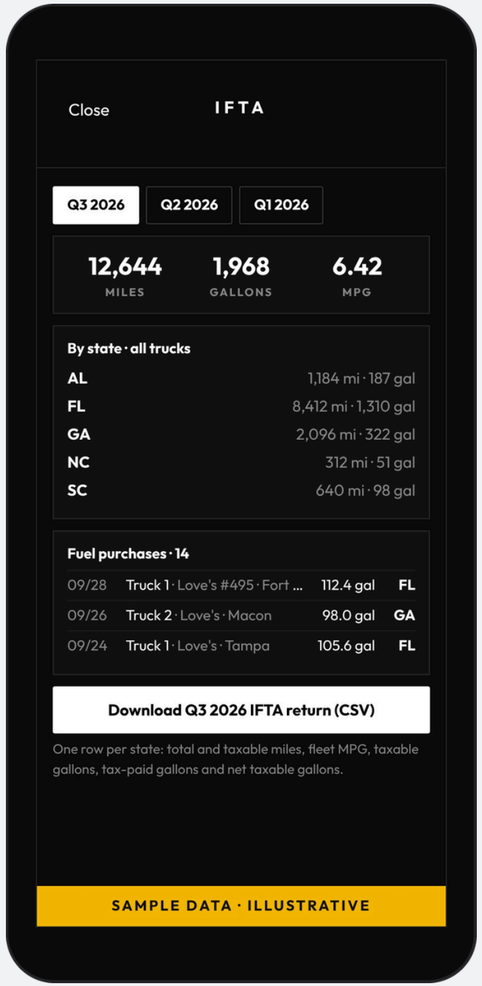

FUEL

## The company sets the options

- Payment methods, in order, with numbered pump steps
- Receipt rules per method
- Drivers see the steps at the pump

# IFTA falls out of the fuel stop




**1** **Miles by state**
GPS trail scaled to the odometer, worked out each day

**2** **Gallons by state**
Every completed fuel stop, with the state it was in

**3** **Quarter report**
Miles, gallons, MPG, then a return CSV

A working report, not a certified filing. The IFTA screen shown is sample data.

# When the day does not go to plan

Irregular events have a place in the flow, so they end up in the record instead of in a text thread.

### Rack delay

Pick why the truck is held. A delay timer starts and other drivers headed there are warned.

### Delay on the road

One Delay button logs time lost, with a reason, against the trip.

### Park preloaded

Stage a loaded trailer for a slip-seat driver, offered until the delivery begins.

### Cancel or undo

Cancel a load, or undo an Arrive tapped by mistake. The record stays clean.

### Split or retain

Split a compartment across tanks, or keep product aboard for the next leg.

### Issues at the drop

Log what went wrong at the store without leaving the delivery flow.

# Easy to use. One record. Always current.

Next: the dispatch view, where the same record shows up on the other side of the screen.

